AP10900

IN THE CLAIMS

Please cancel claims 1-11 and add the attached new claims 12-22.

REMARKS

Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification (under 37 CFR 1.125) is respectfully requested. It is believed that the substitute specification and the new claims will facilitate processing of the application in accordance with M.P.E.P. 608.01(q). The substitute specification and the new claims are in compliance with 37 CFR 1.52 (a and b) and, while making no substantive changes, are submitted to conform this case to the formal requirements and long-established formal standards of U.S. Patent Office practice, and to provide improved idiom and better grammatical form.

The enclosed substitute specification is presented herein in both marked-up and clean versions.

STATEMENT

The undersigned, an agent registered to practice before the Office, hereby states that the enclosed substitute specification includes the same changes as are indicated in the marked-up copy of the original specification. It does not contain new subject matter.

Respectfully submitted,

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AP10900

Claims

1-11 Canceled

12. (New) A parking assistance device for a vehicle comprising:

a parking assistance unit that permits autonomous parking or steering of the vehicle on a path for parking or assists a driver of the vehicle in a parking operation on the path for parking the vehicle by applying a steering torque to a steering wheel, wherein the driver is guided by at least one artificial steering stop on the path for parking the vehicle, and the path for parking the vehicle is divided into an initial maneuvering path in the area of a parking space and an approach path prior to the maneuvering path.

13. (New) A device according to claim 12, wherein the path for parking the vehicle is divided into a maneuvering path in the area of a parking space and an approach path situated before the maneuvering path.

14. (New) A method for parking a vehicle that permits autonomous driving or steering of a vehicle on a path for parking or assists a driver of the vehicle in a parking operation, the method comprising:

applying a steering torque to a steering wheel;

generating at least one artificial steering stop; and

dividing a path for parking the vehicle into a maneuvering path in an area of a parking space and an approach path prior to the maneuvering path, wherein the driver is guided by the artificial steering stop on the path for parking the vehicle.

15. (New) A method according to claim 14, wherein at least one partial area of the approach path is ascertained on the basis of one or more polynomials.

16. (New) A device according to claim 15, wherein a starting point of the approach path to the maneuvering path ascertained on the basis of at least one polynomial is ascertained as a function of a position of the vehicle to be parked.

17. (New) A method according to claim 14, wherein a starting point of the approach path ascertained on the basis of at least one polynomial is ascertained, said approach point being situated on the path for parking the vehicle, depending on a starting position on a circular path or a clothoid path prior thereto.

18. (New) A method according to claim 14, wherein the maneuvering path is formed by an arc of a circle.

19. (New) A method according to claim 18, wherein the arc of the circle which normally allows passing the corners is shortened, whereby the length of the arc of the circle is selected so that the front right corner of a vehicle being parked in reverse just passes by the left rear corner of an object bordering the parking space at the front.

20. (New) A method according to claim 18, wherein at least one clothoid path is added to the circle, which reduces deflection into the opposing driving path, and does so on the arc of the circle prior to the deflection point.

21. (New) A method according to claim 14, wherein a path for a smallest possible parking space is adapted to an actual parking space by segments.

22. (New) A method according to claim 14, wherein navigation is provided for parking in reverse, said navigation being planned according to information about the parking space in relation to the vehicle and the path of the vehicle into the parking space.